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# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIII • NUMBER 2 • NOVEMBER / DECEMBER 1994

BUICK  
1937  1938

# TORQUE TUBE

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## The 9th Cylinder

In November my wife and I spent 3 weeks in Australia. It was Spring, the weather was nice and so were the people. We both agreed it was one of our best trips. We went on a Buick Club tour to see some antique steam engines and tractors and also visited member **Bill Denney** (#863). See story on page 7.

This attractive Titian Maroon '38-46C with Dante Red wheels, Junior Tripple lights, a spotlight and red leather upholstery belongs to new member **Virgil Parker** (#1087) of Mount Vernon, Washington. He also owns a 1941 Packard 160 Coupe which he and his wife have driven on many Classic Car Club tours. Recently he was in Michigan on a tour with his Packard

when he heard about a '38-46C for sale. It was one of the cars he had always wanted, so he purchased it and has since brought it home to Washington. The motor needs some work which is his next project. Virgil also has a black 1941 Cadillac convertible coupe and is looking for a 1950 Pontiac Catalina hardtop which will complete his "cars I always wanted" list. Welcome to the Club Virgil.

Here's **James Rufener** (#767) of Saint Paul, Minnesota beside his beautiful Van Gogh Green 1938 Special Four Door Touring Sedan Model 41. Almost 80,000 of these were made by Buick and they are one of the most popular models in the club. The firewall ID tag indi-



FOUNDED IN 1980 BY DAVE LEWIS



cates the car was originally painted #517 Van Gogh Green with #487 Tan Bedford Cord upholstery. James has owned 4'37 Buicks and this is his 3rd '38. It has accessory fog lights, 1938 Minnesota license plates and what looks to be a 1937 sharkstooth grille guard. Here's a close up of the 1938 sharkstooth grille guard. It cost \$1.85 new.



**Dave Paulisin** (#704) reports that his '37 Roadmaster Phaeton is now in the shop because a cotter pin came loose at the number two connecting rod bearing. A piece from the broken cotter pin went up into the oil gallery and ruined some of the bearings. Dave says the mechanic who rebuilt his motor reused the old cotter pins and because of it he is now faced with a major engine overhaul!

Be sure to cover your car's coil and distributor with plastic bags before hosing off your motor. Plastic sandwich bags work fine for this. One member

used a degreaser followed by washing the motor off with water. He let the car dry out thoroughly but unfortunately some water entered the distributor. He was able to drive, but the car stopped running and left him stranded by the side of the road at night!

The owner of this 1938

Roadmaster Model 81 (*below*) has since replaced the '38 sharkstooth grille guard with the BUICK 8 bumper medallion. This car has Connecticut historical plates and is the only '38 Roadmaster I've heard of that has the chevron dash pattern. I sold the owner some parts several years ago and don't remember his name. Hopefully he'll hear about the club and join us.



I heard a knock on my kitchen window and when I looked out, there was **Gene Smith** (#726) from Santa Maria, CA. Gene travels throughout the West working on computer systems for Boeing. He was in the area and dropped by.

## TORQUE TUBE

The TORQUE TUBE is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquiries, etc. to:

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He said when he was in Montana he spotted a '38 Century Model 61 sitting in a field. The car was in bad shape and the owner wanted \$350. for it. Gene took a photo of it which he promises to share with us and the name and phone number of the owner in case a member is interested in the car.

If you're finding it hard locating a '38 Buick Accessory Grille Guard, perhaps this is the reason why...Chevy owners are also using them. Charles

**Jekofsky** (#524) sent me this photo (above) of a 1938 Chevrolet Business Coupe (just like my very first car in high school) with a '38 Buick grill guard taken at an old car parade in Bedford, Pennsylvania in 1993.

In the photo below (left) this unrestored '38 bumper medallion's paint is gone except for the "8" which is still showing black. **Paul Cusano** (#52) sent me some photos of his NOS '38



bumper medallion with most of the original paint still intact. It shows red around the raised "BUICK" letters and a red diagonal line. The "8" is black. Paul says the red paint has a translucent quality, like a red "magic marker" on chrome.

I want to thank Paul who also sent some photos of his NOS '38 Trunk Badge. The "BUICK" lettering is red and so is the area around and inside the "8". Incidentally, I've seen '37 and '38

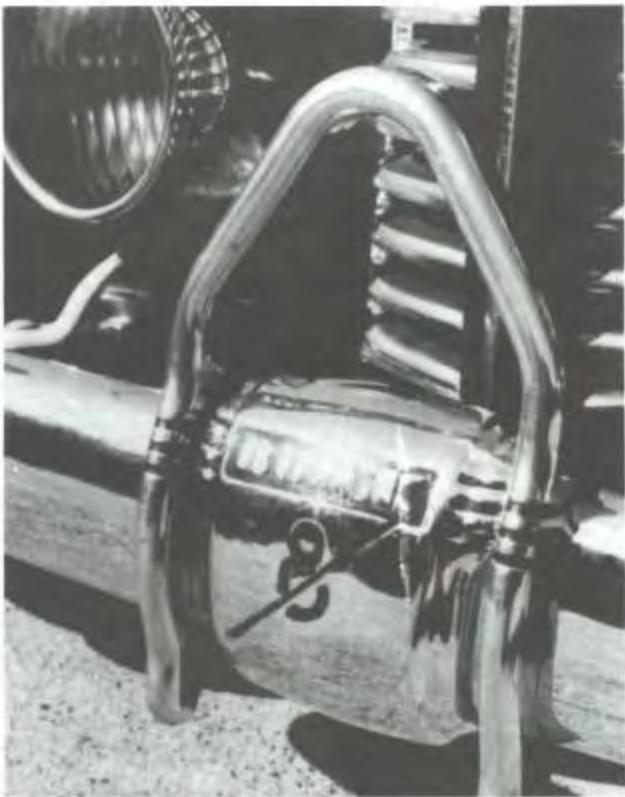
Buicks that have black plastic electrical tape instead of paint on bumper guards, medallions, hubcaps and any other place where black "paint" was used for decoration. It seems to stay in place

and looks very attractive. The black stripes on this grille guard below (right) were put on with black plastic electrical tape, the black stripes on the medallion with paint. To me, the tape stripes look much better and neater than the painted ones.

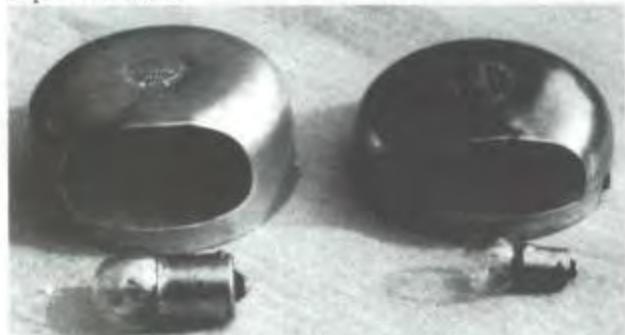
**Greg Marshall**

(#148) is trying to design a cable or rod operated hood lock to be controlled from inside his '37-66S Sport Coupe. This would prevent the hood from being opened by unauthorized people. Greg says he'll share his findings when he gets it figured out.

The last several issues have shown photos (see photo on the top of page 4) of the accessory trunk lamp made by the J. W. Hobbs Corp. of



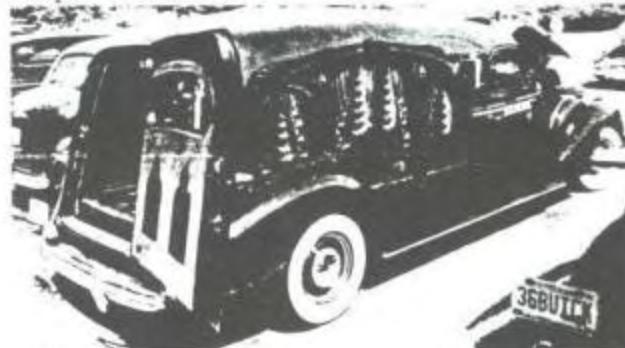
Springfield, Illinois. The lamp on the right was used on 1938 Buicks and used a #55 1.5 c.p. light bulb. Around 1940, the lamp was made taller and the socket changed to accommodate a brighter 6 c.p. #81 bulb.



**Andy Diem** (#852) took these photos (below) at Hershey of a 1937 Buick hearse with a body by Sayers & Scoville of Cincinnati, Ohio. It was called "Romanesque" and had side panels made of cast aluminum.



The car is in rough shape and belongs to **W. R. Bennett** (616) 897-5710. He wants \$8,500 for it. People were heard to say "they would not be caught dead in it", "they were dying for a ride", "a last chance for a ride in a classic car" or "of corpse it runs."



**Bill Olson** (#427), our former editor, sent this photo (above) of a similar '37 hearse. I don't know who owns it, but the photos appeared in the Central Indiana Chapter newsletter recently.



This 1938 Century Model 61 Trunkback Sedan belongs to **Al McMichael** (#319) in New Jersey. It's painted Corot Beige with Bugatti Red wheels. Beautiful car Al. It's painted exactly like the '38 Century Sport Coupe **Thom Schuttish** (#6) is restoring in San Francisco.



These photos (above and below) were taken by **Don Lindsay** (#1002) of Scottsdale, Arizona at a dance commemorating the attack on Pearl Harbor. The B-17 bomber is named "Sentimental Journey" and is still flying.



Don's 1937 Century Slant Back Sedan Model 67 was stored in Chicago for 30 years after its owner, a Sea Captain died while at sea. He purchased the car about 14 years ago with only 48,000 miles on it and has put in a new interior and had it painted. Buick built 4750 1937-67's.

New member **Rob Longo** (#1073) wrote to say he's glad he joined the club and how it's helped him locate parts and make new friends. He has a black '37-41 that he bought 22 years ago for \$1000. He's been driving and enjoying it all these years, but now plans to completely restore his great car.



**Albert Fink** (#941) purchased this light blue '38 Limited 8 passenger limo two years ago. He says when driving around 55 mph, the temperature slowly increases to 212° F if he drives long enough. Then when he slows down, the temperature will drop to around 180°-190° F. Then when he stops, the coolant boils over and spills on the ground. He's had the radiator boiled out and the car tuned up, but it still happens. Any suggestions on what he should do?

**Frank Wrenick** (#25) wrote to say that he borrowed a 1941 Bob Hope/Dorothy Lamour videotape called "Caught in the Draft" from the library. It's a zany Bob Hope farce involving his bungling into the army while trying to win the heart of Dorothy Lamour, a general's daughter.

It features a beige 1938 Buick Roadmaster Model 81 or 81F. It was in good condition until it was hit by a tank driven by our hero (?) Bob Hope. The left rear door was pretty well smashed. The shot must have been taken at the end of the shooting of scenes with the Buick because later on the same car appeared in fine shape. The tape is from the Bob Hope Collection from MCA.

**Joe Giordano** (#333) says his '38 Century's original map light cover's lettering and three stripes are gold colored. Other members describe their original Special map light cover's lettering as tan colored. The '38 Buick I rode in while in Australia also had tan lettering on the map light cover. So it appears the original color was tan or gold, not black as on the repro map

light covers. Does anyone have more information on this subject?

If you're having trouble fitting inflated modern tires in your sidemount covers or the spare in the trunk tire compartment, we may have a solution. One member suggests using tires one size smaller. So if your car uses say 700 x 15 tires, instead drop down to 640 x 15 to use in the sidemounts or trunk.



New member **Mark Hendricks** (#1097) from Racine, WI says he's always wanted a big, old, classy sidemounted car, so he purchased this 1937 Roadmaster Model 81. The car was originally black with grey bedford cord upholstery. Mark normally leans toward street rods, but says this one will be restored as close to original as possible.

**E.W. Scrivener** (#1069) has two '38 Specials that he has restored. He feels uneasy driving them because they have single master cylinders. If a brake line or hose lets go, he'll have no brakes except for the emergency brake. This worries him, so he'd like to install a double master cylinder so that the front and rear brakes are independent of each other.

I have never seen an article in the **Torque Tube** on this. Has any member successfully made this conversion or have any information. Please write me and I'll put it in the next issue.

**Erv Hutjens** (#1067) sent me a copy of an interesting letter (seen on page 6) he obtained when he purchased a box of old Service Bulletins from a Buick dealer in Wisconsin. The letter dated November 2, 1938 was to all Buick Dealers in the Milwaukee zone. Thanks Erv.

# BUICK MOTOR DIVISION

General Motors Sales Corporation

21ST & CALUMET  
CHICAGO, ILLINOIS



BULLETIN NO.

64

November 2, 1938

To All Buick Dealers in  
the Milwaukee Zone

Gentlemen:

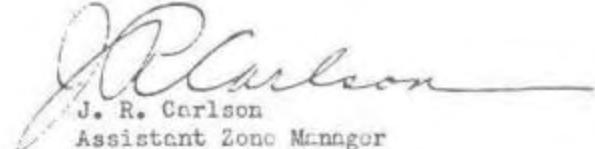
On October 12, 1938 a man by the name of Barrie M. Dougherty, of Missoula, Montana, stole a 1938 Buick 41, Four-Door Sedan with trunk, Motor #4341 0728, Serial #1322 3956 from Bredenberg Motor Company, of Broken Bow, Nebraska.

This man is reported to be approximately six feet tall, weighing from 190 to 210 pounds. There was a lady with him, supposed to be his wife, who was very small and dark complexioned. Both were dressed in cowboy attire. The man gave his age as 38, the lady as 24.

The Buick was a Light Blue five wheel sedan, equipped with white sidewall tires, Buick radio and a 1938 Chevrolet hot water heater. The white on the front tires had been painted only on the outside. The robe rail on the back of the front seat was missing.

Should any dealer obtain any information with reference to this car, please notify the Bredenberg Motor Company of Broken Bow, Nebraska.

JRC/s

  
J. R. Carlson  
Assistant Zone Manager

What California members are longing for is shown on our cover for this issue - a wintery white Christmas. This scene was taken in beautiful Bucks County, Pennsylvania featuring **Paul Culp's** (#508) 1938 Century Touring Sedan Model 61. Another shot of his car in the dead of winter graces our back cover.



# OUR TRIP TO AUSTRALIA

*By Harry Logan (#651)*

In November my wife Margo and I spent three wonderful weeks down under in Australia.

The geographical distances are so vast, we never left the state of New South Wales.

We flew to Sydney, spent a few days there and took a 5 hour train ride to see my wife's high school friend and her husband in the rural town of Temora, population 4,600. We were invited to a barbecue on a 500 acre ranch. The highlight for me was to walk around the ranch looking at all the kangaroos running across the land. They hop away if you get too close.

Then we spent 3 days in Canberra, the capitol. It's the closest we got to the state of

Victoria where we have several members. I phoned them, but did not have the time to travel there and meet with them.

Then back to Sydney for a few days. I phoned **Danny Harris** (#694), our only member there. He suggested I call Basil Keir who owns a 38-90L that once belonged to Queen Wilhelmina of the Netherlands. She was queen from 1890 to 1948.

Basil invited us to a local Buick meet the next day which was Sunday. He arranged for Margo and I to be picked up at our hotel by Roy and Beryl Pegler and ride to the meet in their 1938 Holden bodied Special 4 door trunk back sedan. We caravaned with the other club member's in their old Buicks until we reached our destination, a steam tractor and stationary engine meet in Cambelltown.



Harry Logan, Roy & Beryl Pegler and Basil Keir in front of Roy's 1938 Holden bodied Buick. Note the nice Buick Club shirt on Basil. It's white with a blue collar and blue Buick logos on both sides.



Margo and Basil in front of one of the many antique steam tractors at the meet. They even had one set up to pull a wagon, giving many spectators a free ride.



Then it was time for lunch sitting amongst the "Gum Trees".



Until recently, this blue 1937 Side-mounted Special with a Holden body belonged to Basil Keir. Buick shipped 6,493 Model 40x Crated Knocked-down Chassis worldwide in 1937 and this was one of them. Holden, a coach building firm that GM purchased in the early 1930's, would then add the body. From what I can tell, Holden made two types of Buick bodies, a two door with a very rounded back called a "Sloper" and this 4 door sedan. The 1937 and 1938 Holden bodies look very much like the U.S. model except for the bumpers and shape of the rear windows. I'm

told the door handles, window and wind wing mechanisms will not interchange with our American made cars. Holden also made bodies for other GM cars. I saw an ad for a 1937 Chevrolet Sloper while I was there.

A few days later, we took a coach (bus) from Sydney north to Dunbogan (400 km or 250 miles) where we spent 3 days in the home of **Bill and Margaret Denney** (#863). Bill lives in a small, quiet town near the Pacific ocean. He is restoring a 1938 Century Convertible Sedan. More on our visit with the Denney's in the next **Torque Tube**.

# UN-RESTORED

## 1938 SPECIAL PHAETON MODEL 40C

By Dave Lewis (#237-Club Founder)

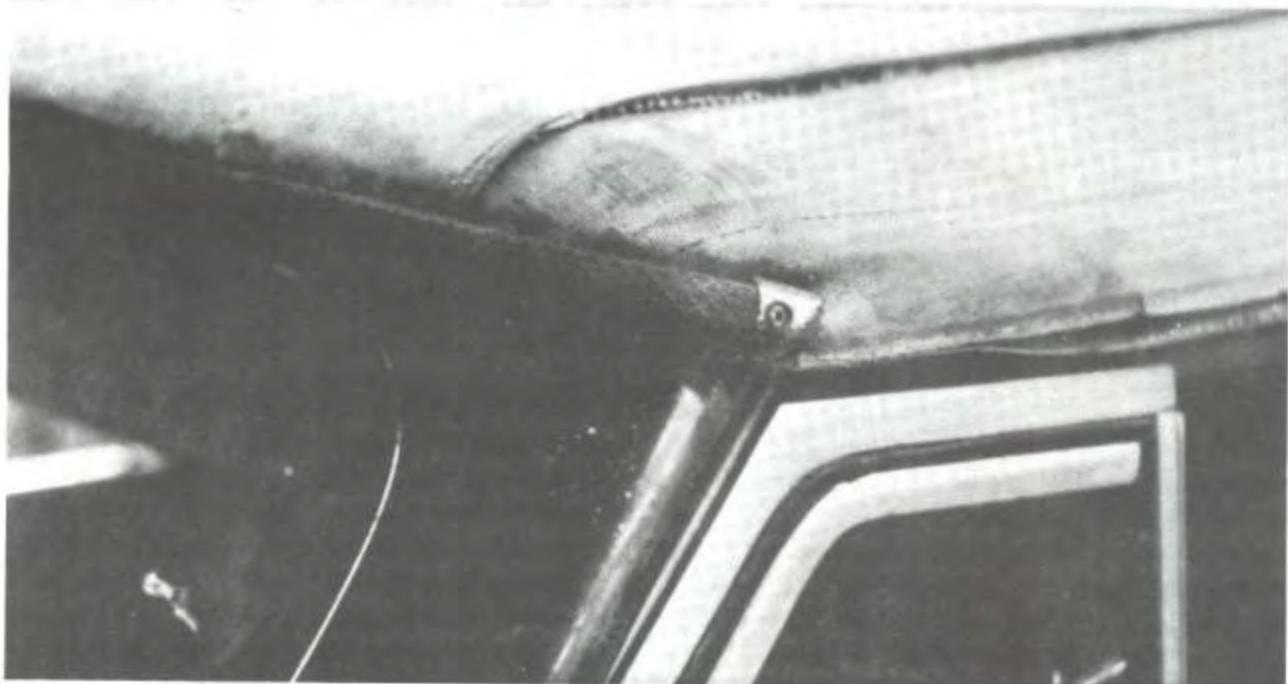


This '38-40C with 15,000 miles on the odometer has been in storage in Illinois since 1966. It is 100% original and has the semi-automatic transmission and hard rubber steering wheel. The "8" in the bumper medallion is black with a red stripe through it. Note the front bumper is on upside down!



The car still has its original black paint with the optional Dante Red wheels. The rim is red on both sides, not black on the inside as some members have reported.

# UN-RESTORED

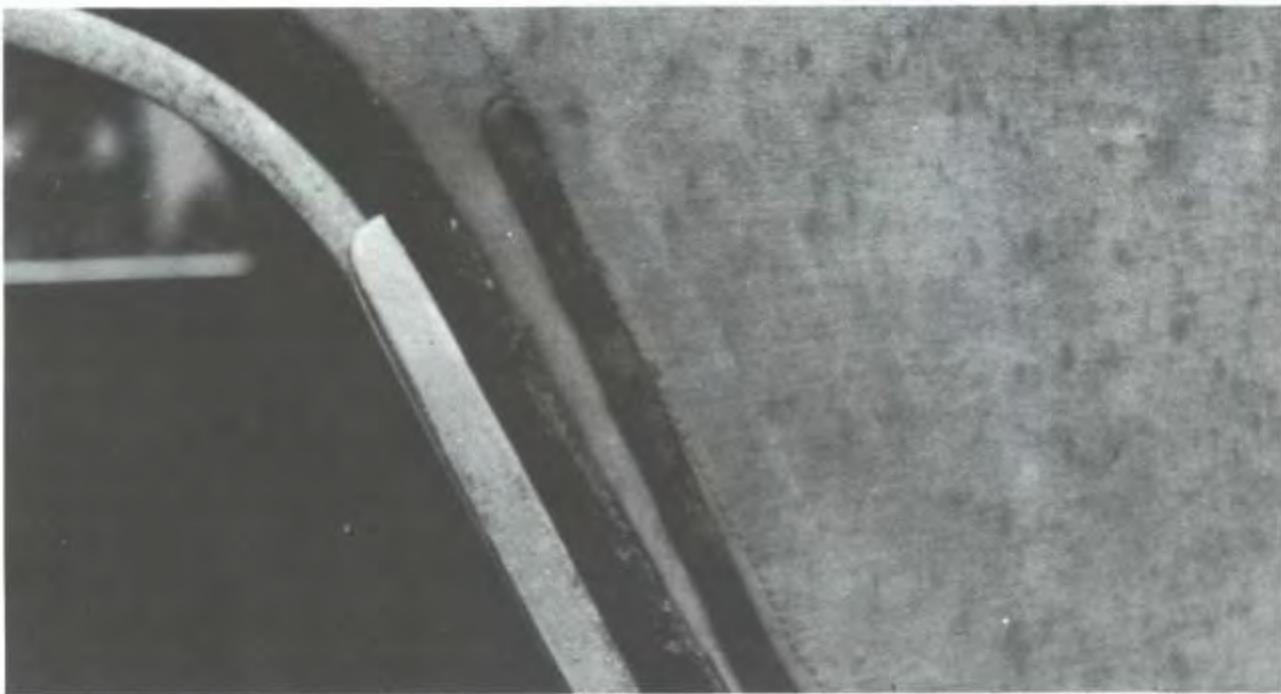


The top was originally black but is now faded to white. Note the black trim strip along the front.

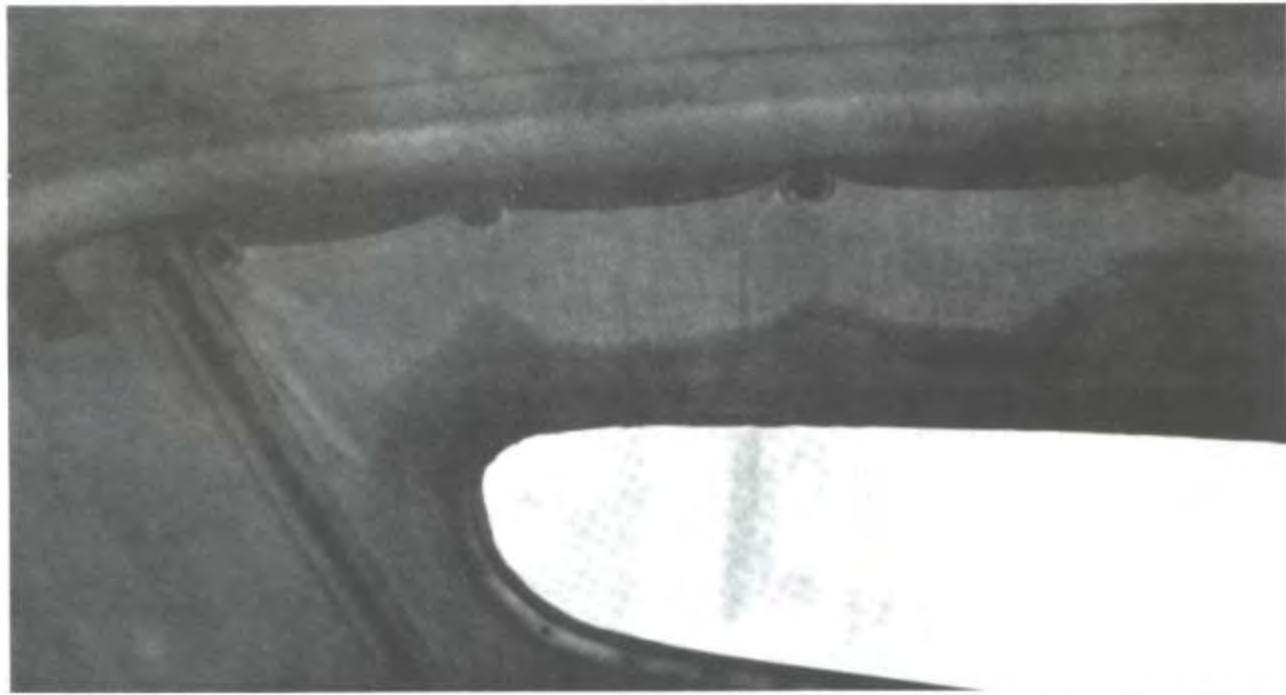


The rear window does not have a metal frame like the convertible coupes. This is usually referred to as a French Fold. It looks exactly like the original rear window on *Andy Diem's (#852) '37-40C*. See page 19 of the last **Torque Tube**. (September/October 1994)

# UN-RESTORED



The metal strips at the edge of the rear windows are also black. Many members think this strip was always chrome.



Inside view of the rear window. The window is mounted on a flap that can be lowered by undoing the top twist fasteners and two zippers, one on each side of the flap. Lowering this flap makes visibility through rear view mirror a lot better and adds better summertime ventilation when the top is up.

# The Best of All Buicks

By Bill Whyte (#968) in Scotland



**S**ince I was a boy I have always been attracted to the style of AMERICAN cars of the late thirties. Of these the BUICK was the most stylish and of the Buicks, the convertible coupe was the prince, especially the majestic 1938 Century.

Having reached this opinion early and nursed it for over forty years, on reaching the age of sixty I decided it was time to make my dream come true.

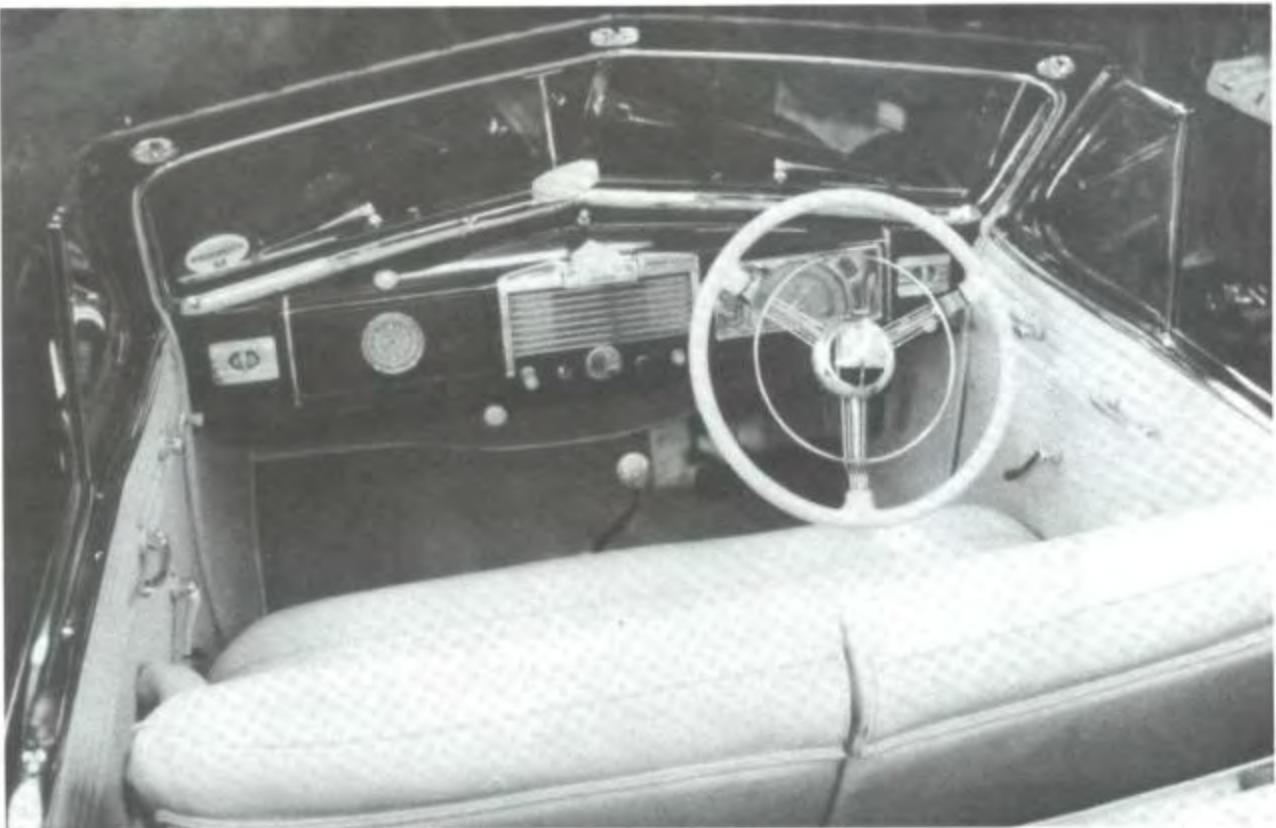
For weeks and then months I scanned the advertisements in antique car magazines. Somewhere out there a 1938 Buick was waiting for me. But it did not seem to be too anxious to reveal itself, and I had to try a more active approach, and placed several advertisements in all the U.K. antique car magazines as well as the Sunday Times.

Out of all these I received but one reply, from an Englishman in Florida offering to search the American market for me. All the signs were that my quest would have to be much wider and if I really wanted to succeed,

I would probably have to search America. However, my dream was as strong as ever and I began to make the necessary financial arrangements by transferring £20,000 into dollars. My timing was extraordinary. The pound sterling immediately fell by 25% and though I had still the same number of dollars, they were worth several thousand pounds more!

There was more luck to come. A few days later I was leafing through "Exchange & Mart" magazine after unsuccessfully checking the Antique Car section. I spotted a tiny advertisement in a part of the magazine I normally do not read. It said; "1937 Buick Century Convertible". My disappointment at getting so close to the magic 1938 was huge... but I kept on hoping.

Not long after, I told a car enthusiast friend in England of my search and casually mentioned that a '37 Buick was for sale quite close to where he lived. He said he might have a look at it the next weekend. He was on the phone within days, very excited.



The car advertised was a Buick allright, but not a 1937. It was, believe it or not, he almost shouted, a 1938 66C right-hand-drive Century Convertible and a real beauty! A year earlier I had given this friend a book called; "American Cars of the 1930's" which had a photograph of the very car he was looking at. Which is perhaps hardly surprising as it is the only example left of a '38 66C in the U.K.



The first time I saw the car in "the flesh", I had never seen a 66C before, it's size and beautifully balanced flowing lines took my breath away. And it still does every time I open the garage door.



## *...it's massive torque took me by surprise...*

It's first owner lived in Essex where it was first registered. It still bore it's original registration number, GHK 723. Importing an American car direct from the U.S.A. in those days was unusual since it attracted a very high tax, as much as a third of it's cost. The usual way was to buy a McLaughlin Buick from Canada, part of the British Empire, and avoid the tax. But in 1938 McLaughlin did not produce a 66C and therefore if one wanted the best, there was no alternative but to pay.

The escort vehicle for the drive home was appropriately a Range Rover with it's Buick V8 engine, fuel injected and with a supercharger. In 1938 only the most exotic and expensive machinery, certainly not the Ford V8's or Cadillacs, would have been able to out-perform this 5.2 litre straight-eight. Although I was prepared for a good performance from my Buick, it's massive torque took me by surprise, even against the supercharged V8!

However, the cornering brought me back to earth. It reminded me of the car in

which I had passed my driving test, a 1937 Vauxhall 14 which was in fact a sister car of the Buicks. In those days the driver really had to work hard to get these machines around corners.

While driving the car north the milometer reading showed 44,444 miles and this mileage is probably correct. The interior upholstery is all new and though the colour of the cream leather is different from the original which was Taupe, the Scottish Bridge of Weir leather is probably quite close to the original, as it is thicker than English or Italian leather material.

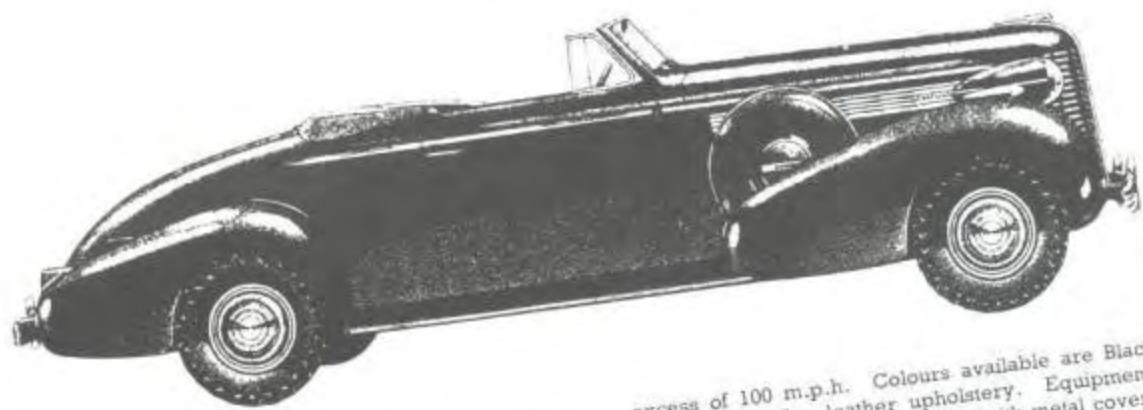
The top is new and is nicely detailed but lacks the original rear window. There is no heater or radio but the six volt system is still intact and it starts on the accelerator with the auto-choke working correctly. The wood effect finish on the dash had gone and is painted brown. The original exhaust system has been replaced but whoever engineered the present system got the note from the big straight-eight sounding perfect.

Curiously, the plates securing the side-mounts are missing as is the centre badge on the front bumper, though there is no pre-drilled hole for it. Apart from these features, the car is original and in good order.

There are of course hundreds of Buicks in Scotland. Most of them are to be found in the area of Arbroath, the birthplace of David

Dunbar Buick, and are the two-legged models rather than the four or six-wheeled variety! One of them recently persuaded the Buick Motor Division of General Motors to erect a plaque in Arbroath to commemorate the birthplace of the man who gave his name to this famous motor company, now in its ninetieth year of producing fine motor cars.

## *Including the best of them all, a convertible coupe dream come true, the 1938 66C!*

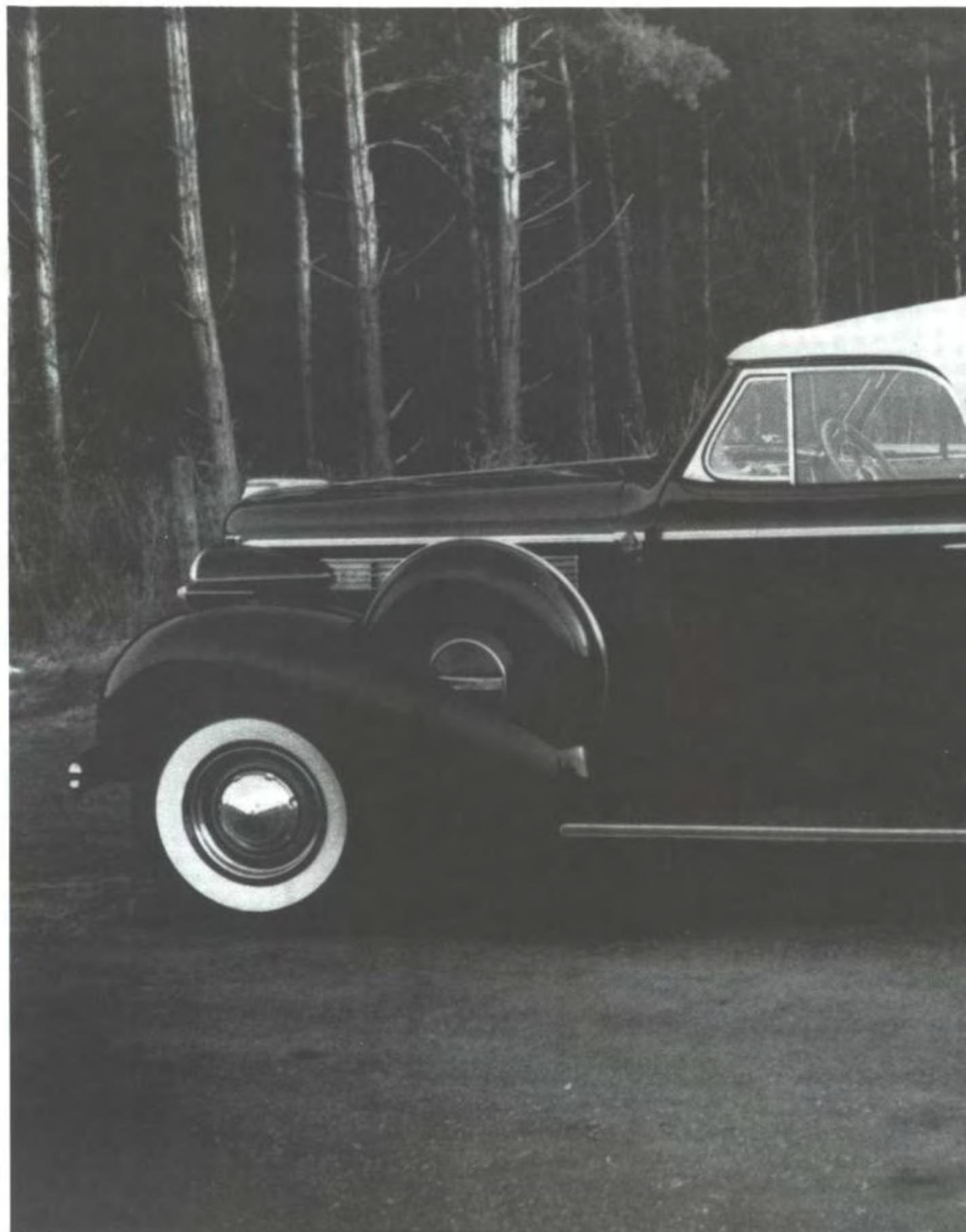


THE CENTURY COUPE (on Model 60 Century Chassis, 126 in. Wheelbase, Fisher Body). 2/3 seater Drop-Head Coupe with Dickey Seat. Fisher No-draught ventilation. The Century Chassis is designed to give phenomenal acceleration and is capable of speeds in

FOR PRICES, SEE SEPARATE SHEET

excess of 100 m.p.h. Colours available are Black or Maroon with Tan leather upholstery. Equipment includes six steel disc-type wheels with metal covers for spare wheels, safety glass, double windscreens wipers, dash clock, electric direction indicators, bumpers, etc.

(Editor: The 1938 Lendrum & Hartman catalog describes the Century like this: "Buicks have had always an immense reserve of power but the Sixty chassis is produced for those requiring exceptional performance. Its 37.8 h.p. engine gives 143 b.h.p. and top speeds of 100 m.p.h. It is known in Canada as the Buick Century. Acceleration from 10 to 60 miles an hour in less than 17 seconds is an indication of the power weight ratio of the 'CENTURY.'")





# WHO SAYS YOU HAVE TO BE RICH TO OWN A '37 OR '38 BUICK

By Hal Durian (#818)



The owner of this 1937 Special is asking \$400. for it, but will negotiate! It is quite likely that the buyer will spend more money transporting the car home than the purchase of the car!

Even though this looks liked the proverbial "Basket Case" the owner assures me that the car is "mostly" complete. The doors are on site somewhere. It seems they were removed in an

early experiment directed toward air conditioning. That was a poor joke. Sorry.

The car is presently located at Joel's Auto Body Repair at 18010 Valley Blvd., Bloomington, California. Bloomington is just East of Fontana, and is 50 miles East of Los Angeles. If you telephone, ask for Alex. The number in that area is (909) 875-4880. Good Luck!

# MY GRANDFATHER'S BUICK

By Andy Diem (#852)



*My grandfather is the gentleman wearing the hat, a trademark of his, standing in front of his 1938-41. With him is his son, my Uncle Warren.*

The original invoice for Mike Hart's 1938 convertible coupe and the "Old Family Album" feature (Vol. XII, #3 January/February, 1994, page 8-9) caught my attention. When settling the estate of my late maternal grandfather Earl Carpenter in 1987, I came across the original invoice for the 1938 model 41 Buick that he bought new in the Autumn of 1937. Grandfather traded in a 1935 Chrysler four door touring sedan on this Buick. It was kept until 1950 when he again went back to a Chrysler product. It is most certain that as a small child, I rode in the Buick. Notice that the serial number on grandfather's invoice begins with a "#1", indicating the car was made in Flint, Michigan. The whitewalls were \$11.60

more than the blackwall tires normally supplied on 40 Series vehicles. (Try buying a hubcap for that now) Unfortunately both grandfather and his Buick are gone now. However I have not only the many fond memories of the great times spent with him, but also many of the original factory tools that came with the car.

Now when I drive my '37 four door convertible, which belonged to my late wife's grandmother, I feel a special bond to my grandfather. I especially enjoy using his tools when working on the 40C. The screw drivers from both grandfather's and my 40C have long ago disappeared. There may be a hidden meaning to the lack of both sets of screw drivers! (Ed. Thank you Andrew Diem for this great story)

CAR INVOICE CUSTOMERS COPY							TWIN CITY AUTO CO., Inc.	K	49
							75-77 Main Street		
							NORTH TONAWANDA, NEW YORK		
							Kenmore Branch	Phone Delaware 4606	
							2788 Delaware Ave., KENMORE, N. Y.	Nov. 3,	1937
							BOLD TO	Mr. Earl Carpenter,	
								1147 Jefferson Ave.,	
							ADDRESS	Buffalo, N. Y.	
SALESMAN Kershner.									
MAKE	MODEL	NEW OR USED	SERIAL NO.	MOTOR NO.	KEY NO.	DESCRIPTION	AMOUNT		
Buick	38-41	N	13229020	4342528	8072	4 Door Sedan with trunk	\$1150.00		
Style	38-4419					White Side Tires	11.60		
Body	4461					NEW CAR FREIGHT AND HANDLING			
Color	515 Bladac					TIME PRICE DIFFERENTIAL AND INSURANCE			
Trim	400 Whitemold					LICENSE			
							TOTAL SALE	\$1161.60	
							CASH ON DELIVERY	\$611.60	
							PREVIOUS DEPOSIT		
							USED CAR Chrysl. r. 35	550.00	
							K-30 Type 4 D. T. Sed.		
							SERIAL NO.		
							MOTOR NO.		
							NOTES		
							TOTAL	\$1161.60	

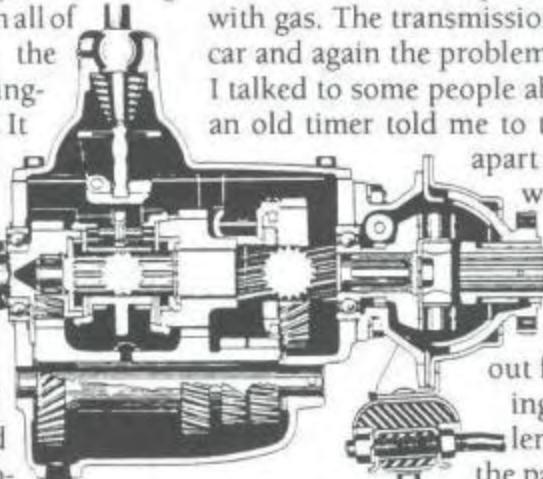
ALWAYS SHOW SERIAL, MOTOR AND KEY NUMBER



# Technical TIPS

When driving a 1938 Buick one day, I was resting my hand on the shifter knob. When all of a sudden, for no reason at all, the shifter knob whipped my hand, stinging it. It was not a constant action. It would just do it every once in a while. When it happened, it whipped hard enough to sting my hand, but not enough to jump out of gear.

The transmission was taken out and torn apart, but nothing wrong could be found. So all of the parts were cleaned with gas and the transmission was put back together. After taking the car for a drive, the problem was still there. So the transmission was again taken apart. And again nothing wrong



could be found so the parts were again all cleaned with gas. The transmission was put back in the car and again the problem was there.

I talked to some people about the problem and an old timer told me to take the transmission

apart and clean all the parts with lacquer thinner.

After doing so the transmission was once again put into the car. Then we went out for a test drive. Amazingly enough the problem was gone. Cleaning

the parts with lacquer thinner worked better than gas. Ed. Probably the reason for this is that gas does not remove the varnish (baked on oil) but lacquer thinner will.

## "PLUGGING" UP AN OVERHEATING MYSTERY

By David Bylsma (#117)

About 15 years ago, I owned a 1938 Buick Special. One summer's day I was driving my Special and for no apparent reason, the car started running hot. I checked the radiator and my coolant was low; so I added some more. About 2 or 3 more hours of driving and it was running hot again. Upon checking the radiator, I found it low on coolant again.

I was losing coolant somewhere, but I couldn't find any leaks. There was no sign of water on the ground below the engine compartment. And no signs of water in the oil. But where could it be going?



After months of fighting with this mystery, I finally found the answer. The center freeze plug, behind the center of the exhaust manifold, was rusted from the inside out. On the outside of the freeze plug there was a pin hole. It was not big enough to let the coolant leak out. But when the engine was running, the pressure from the water pump would cause it to spray out. But it would spray out in a fine spray, then hit the exhaust manifold and would evaporate, leaving no signs of a leak. Replacing the freeze plug solved the problem. After that, I didn't have any more overheating problems with that car.

# REPAIRING TRUNK & DOOR HANDLES

1937 trunk handles are not necessarily interchangeable. For example, a trunk-back model 41 handle will not fit a plain-back model 47; a coupe and sedan handles will not interchange, etc. There are several different shaft lengths, and a quarter of an inch makes a big difference.

Trunk and door handles may be taken apart by first driving out a pin that goes through the steel shaft. You may have trouble locating the pin, especially if the shaft is dirty, so clean it off first with a wire brush or solvent. Then look for two little semi-circular depressions where the ends of the pin were swaged over. The pin is off center; that is, it does not go through the diameter of the shaft, but rather to one side. (See illustration). Drive the pin out with a small punch, or if you don't have that, get it started with a nailset or ice pick and then use a small nail.

When you install a trunk handle in the car, be sure not to draw the nut up too tight. If the outside base of the handle is too close to the trunk lid it will cut into the paint when turned. That's why there is a chrome ferrule with a rubber

## Technical TIPS

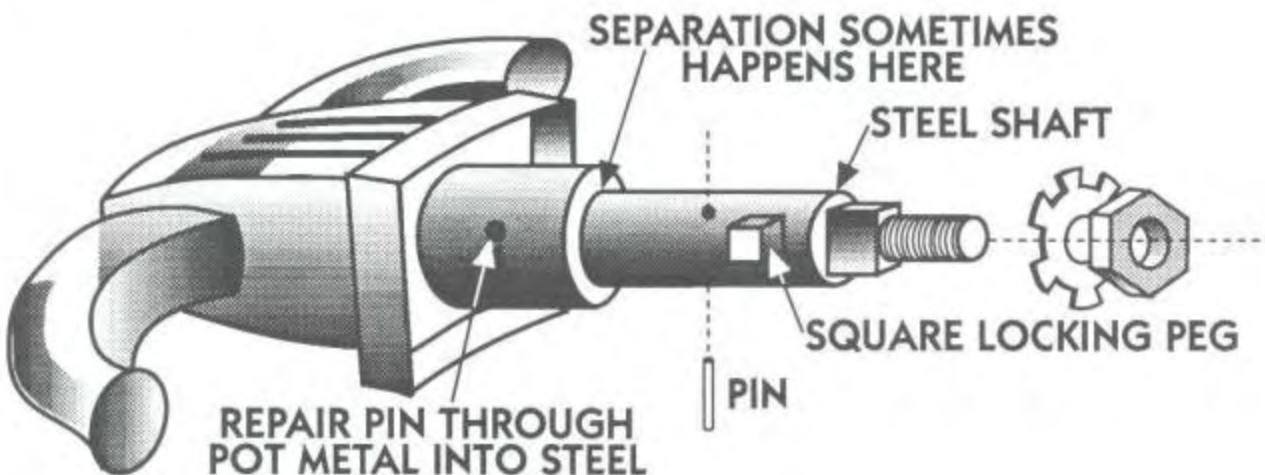


washer in the trunk hole and the handle fits into this ferrule, keeping the handle base away from the painted surface.

The steel shaft separates from the die cast pot metal handle. Then the handle will rotate without working the mechanism. This can be fixed by a short drift pin(s) through the pot metal into the steel shaft. Be sure you don't drill through the steel shaft into the inner works. The pin should just be long enough to catch in the steel shaft.

If you drill too deeply and put in the pin, the lock will not work. So insert and turn the key to make sure the lock is working properly. You should see the locking mechanism move back and forth. If it does, you're ok. If not, remove and shorten the pin or drill another shorter hole. I like to put in several holes and pins to lock the pot metal and steel shaft firmly together.

*Note: This tip is from an early Torque Tube and was updated by Harry Logan (#651) who just fixed his '37 coupe's loose trunk handle using this article as a guide.*



# NEW Members

Platt Allen (#1086)  
 P.O. Box 470713  
 Fort Worth, Texas 76147  
 '38-41

Virgil Parker (#1087)  
 910 Nez Perce Drive  
 Mount Vernon, WA. 98273  
 '38-46C

Swanson's Vintage Buick (#1088)  
 Parts/Accessories  
 Jim and Don Swanson  
 3574 Western Ave.  
 Sacramento, CA. 95838

Clarence Nice (1089)  
 26526 168th Place S.E.  
 Kent, WA. 98042  
 '37-61

John Baine (#1090)  
 RR 2  
 Bradford, Ontario  
 Canada L3Z 2A5  
 '38-81

Lawrence Chase (#1091)  
 47 Rattlesnake Hill Rd.  
 Auburn, N.H. 03032  
 '38-41

Don Briggs (#1092)  
 10141 Prado Vista Ave.  
 Cupertino, CA. 95014  
 '37-41

Walter Miller (#1093)  
 6710 Brooklawn Pky  
 Syracuse, N.Y. 13211

Rodney Wellendorf (#1094)  
 207 Timbers Trail  
 St. Charles, IL. 60174

Peter Landsbergen (#1095)  
 276 Galli Drive  
 Los Altos, CA. 94022

Steve Hipsak (#1096)  
 P.O. Box 68021  
 Anaheim Hills, CA. 92817

Mark Hendricks (#1097)  
 5644 Acorn trail  
 Racine, WI. 53402  
 '37-81

Carl Lohstroh (#1098)  
 302 Rigas Rd.  
 Americus, GA. 31709  
 '38-68



## REPAIRING HUB CAP RETAINER SPRINGS

By Ritch Morlong (#1039)

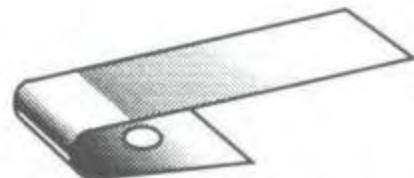
Several of the hub cap retainer springs were broken on my '38-41 Special. I replaced the springs using 19mm (3/4") wide metal banding material that is used to hold parts together during shipping. It is a spring steel and sort of ornery to work with, but it's cheap. Cut pieces 64 mm (2 1/2") long by 19 mm (3/4") wide and bend as shown. Drill out rivet from broken retainer and rivet (3/16") or bolt on new spring. Adjust by bending until hub cap stays on.



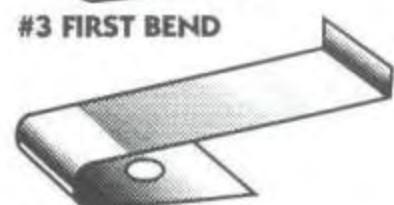
#1 FLAT MATERIAL



#2 DRILL 3/16" HOLE



#3 FIRST BEND



#4 SECOND BEND



#5 THIRD BEND

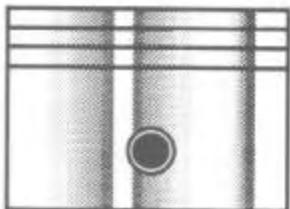
FACING TO THE  
OUTSIDE OF THE RIM

FACING TO THE  
CENTER OF THE RIM

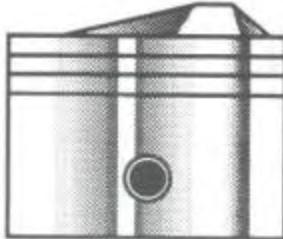
# USING NEWER PISTONS



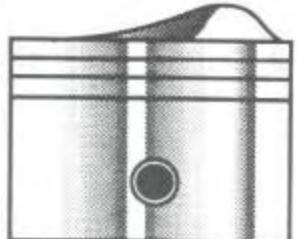
By David Bylsma (#117)



1937 PISTON



1938 PISTON



1948 & NEWER

When rebuilding my '38 Century engine, I found I needed over-size pistons. I called around and had a set sent to me. Upon arrival, I found they were pistons for a '48 to '53 Buick Straight 8. They were the correct size, but the dome is shaped differently (See diagram above. These Piston are for comparisons only, not to scale).

The newer pistons will work in a '38 Buick engine, but I was wondering what the difference in the dome would do to the compression. I called an old friend, Bob Pipkin, to get his opinion. He said the newer pistons would work fine in a 1938 Buick with a little less compression. (I have driven a '38 Limited with only 30 pounds compression and it would still cruise at 70 mph).

Bob said if you want to use the newer pistons and want to keep as close to the original compression as you can just shave .060 off the original '38 Buick head. Or use a newer head that goes with that style piston. Bob said he has taken up to 0.125 off a '38 Buick head to get more power. But if you take that much off you would then have to shim up the rocker shaft so the rockers push down on the valve correctly. But by taking off .060, you do not have to alter anything.

The newer piston can be used in a '37 Buick only if you use a '38 or newer head.

*Ed: This should also increase the horsepower. The '38 Big Series Motors had 11 more horsepower than in '37 due mainly to using Domed Pistons.*

## ORIGINAL BUICK RADIATOR PART NUMBERS

This is an original Harrison radiator for a 1938 Century. It is typical of the 1937 and 1938 Buick radiators. You'll find the part number on the left side of the upper tank. They are:

	1937	1938
Series 40	3107741	3109321
Series 60	3107739	3109319
Series 80/90	3107740	3109320



# Buick Technical TIPS

By Harry Logan (#\$651)

It's easy to see most of our Buick's Zirk fittings when greasing our cars. But there are three that are commonly overlooked and could cause trouble later on. One is on the distributor and the other two are on the brake and clutch pedals under the car.

A member recently told me his distributor failed because he overlooked greasing it regularly. Incidentally, if your car has not been greased in a long time, you may find that you can't get the grease to go in the Zirk fitting. I had this problem. I removed the fitting and found that the old grease had solidified. I

## COMMONLY OVERLOOKED GREASE FITTINGS

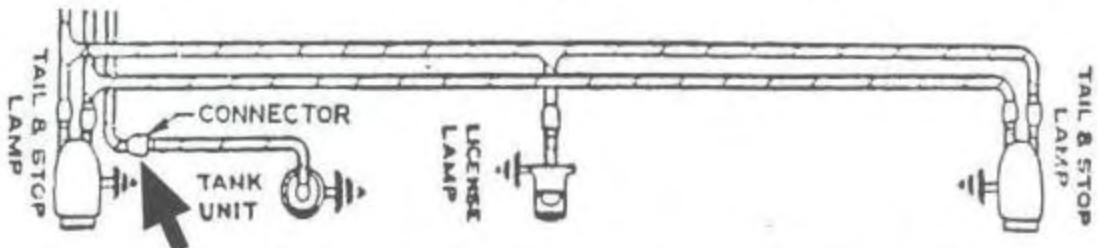
cleaned it out of the threaded hole, reinstalled the Zirk fitting and that solved the problem.

When I first got my '38 Century, it had a hard to trace noise while driving that I tracked down by having my son ride in the passenger seat with a engine stethoscope probing for the noise. It turned out to be the clutch pedal rattling. It was cured with a shot of grease, but if the pedal's bushing is too worn, you may have to install a new one. If you do, be sure there is a hole in the new bushing opposite the Zirk fitting's hole to allow the grease to enter.

## RUNNING OUT OF GAS (My car, not me!)

By Don Micheletti (#250)

While driving my 1938 Roadmaster Model 81 recently, the car started sputtering and loosing power. It acted as if it was running out of gas. The gas gauge showed that I had a quarter of a tank left. Then I started the electric fuel pump, but that didn't help. I managed to coast into a gas station and put in some gas. That was it, I had run out of gas even though the gauge showed a quarter tank.



The problem turned out to be the gas gauge to sending unit quick disconnect connector in the trunk. The connector is original and had become corroded. I cleaned the contacts with some Scotch Brite and that cured the problem. So if you experience some mysterious electrical problems, check your connectors!

## RE-CHROMING BUMPERS

Ken Schmidt (#736)

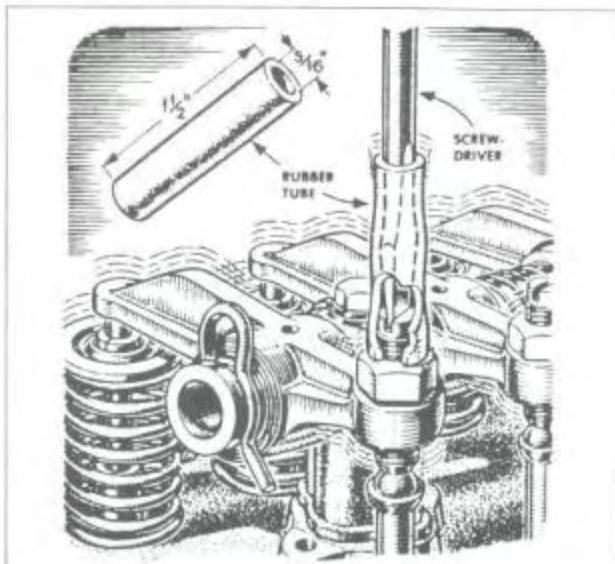
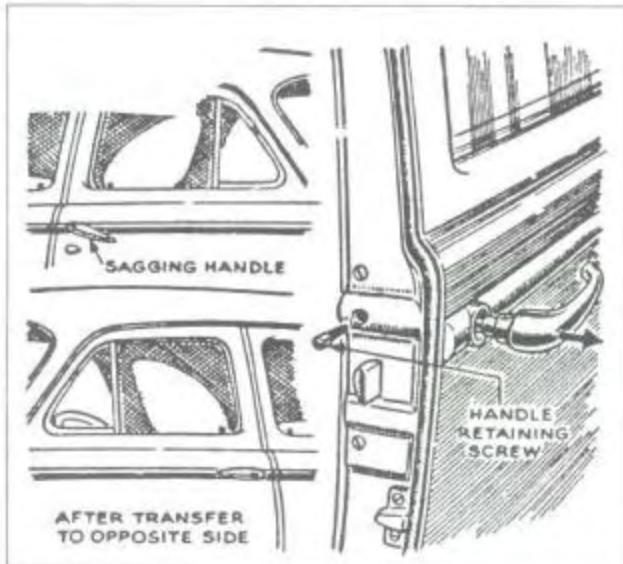
Before sending your bumpers off to be re chromed, have the back side sandblasted. This removes any film of oil or grease and produces a surface that becomes a silver flashing during the chroming operation. Now you won't need to silver paint the back of your bumper. Ed: Master Plating in San Diego, CA., a highly regarded plating shop recommends using zinc aerosol spray paint to coat the rear of your bumpers to prevent rusting. It is a dull gray paint.

# Technical TIPS



## Simple Cure fo Sagging Handles and the ever popular bouncing Screwdriver

(Editor's Note: Here are a couple of tips from Popular Science magazines of the 1940's that look like they would work on our Buick's)



### Reverse Those Sagging Handles

On some cars the door handles eventually wear enough so that they sag below the chrome strip they were designed to parallel. Don Braman of Little Rock, Ark., found a simple solution for this on his 1941 Chevrolet. Removing the handles, he transferred to the door on the opposite side. There, since the worn part was up, the handle didn't sag. And it took three minutes to do the job. They might rattle and bounce along going down the highway but they'll look just great at the car show.

### Dancing Tappets Made Easier

A length of rubber tubing slipped over the business end of your screwdriver and over the adjusting screw helps keep the tool in the slot while you adjust bouncing valve tappets. This leaves the lock nut exposed for tightening when the right setting is made. Try this if you're not fortunate to have one of those "Plumb" valve adjusting tools. They are still around at swap meets, you will just have to ask the vendor and dig around a bit deeper into those dusty old boxes of tools.



# Parts FOR SALE

◆ Parting 1937 & 1938 Special 4 door sedans, also a 1397 coupe.

The following is just a portion of the parts available. Call with your needs.

◆ 1937 Parts:

Fender Lights .....	\$ 65. pair
Clocks.....	\$ 20.
Trunk Lights with good lenses.....	\$ 50.
Tail Lights with lenses all series.....	\$ 50. pair
Flat back & Trunk back Lids.....	\$ 40. each
Wiper Transmissions.....	\$ 50. pair
Special Manifold with AA-1 Carb, Starter Switch & Air Cleaner.....	\$ 300.
918A Generator, rebuilt.....	\$ 125.
663Z Distributor, rebuilt.....	\$ 75.
Roadmaster Dome Light Lens.....	\$ 25.
Large series Air Cleaner.....	\$ 50.
80 & 90 Sidemount Fenders, no rust, minor dents with all brackets and two complete Roadmaster covers and one Limited cover.....	\$ 500.

◆ 1938 Parts:

734Z Starter.....	\$ 50.
Horn Buttons.....	\$ 10.
Large series Air Cleaner.....	\$ 40.
Left Headlight Bucket with stainless, no rust.....	\$ 25.
Special & Century Hood Lettering.....	\$ 20. pair
Century Steering Sector.....	\$ 35.
Fender Lights.....	\$ 75. pair
Defroster Ducts.....	\$ 15. pair

◆ 1937 & 1938 Special Parts:

Splash Pans.....	\$ 25. pair
Spark Plug Covers.....	\$ 20.
Rebabbitied Rods (8).....	\$ 75.
Rear Motor Mounts.....	\$ 20.
Headlight Switches.....	\$ 20.
Special Flywheel with excellent teeth.....	\$ 75.
Special & Century rust free Doors.....	\$ 50. each
Belt line Stainless.....	Call for \$
'38 Special Rims.....	\$ 35.
'38 rear License Plate Stand & Bracket with Light.....	\$ 35.
Bumper Guards.....	\$ 25.
Head Light Bezels.....	\$ 15.
Radio Grilles.....	\$ 15.

# Parts FOR SALE



(continued from page 26)

Wiper Motors.....	\$ 15.
Front Vent Window Frames & Mechanisms.....	\$ 25.
Trunk Hold Up Arms.....	\$ 20.
Sun Visors.....	\$ 15. each
Steering Sectors.....	\$ 35.
Bumper Arms.....	\$ 15. each
Bumpers.....	\$ 25. each
Trunk Hinges, very good condition.....	\$ 50. pair

◆ 1938 Special Parts:

Oil Bath Air Cleaner.....	\$ 100.
AAV-1 Carb complete.....	\$ 125.
Manifold.....	\$ 125.
Generator.....	\$ 75.
Starter.....	\$ 50.
Hood Bar.....	\$ 75.
Radiator.....	\$ 100.
Tail Lights.....	\$ 75. pair
Trunk Lid.....	\$ 50.
Transmission.....	\$ 75.
Trunk Emblem.....	\$ 35.
Head Lights with Sealed Beams.....	\$ 65.
Hood Sides.....	\$ 50. pair
Rear Fenders.....	\$ 100. each

◆ 1937 Roadmaster Rim.....

All parts plus shipping

Dave Tacheny (#997)  
 11949 Oregon Ave. N.  
 Champlin, MN. 55316  
 (612) 427-3460

◆ One pair of Running Board Rubber Mats for a 1937 or 1938 Special Series 40 Buick.

Mats are new from Lynn Steele Rubber Products..... \$425. or b.o.

Howard Dennis (#495)

R. D. #1, Box 22

Fleming, Ohio 45729

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# Parts FOR SALE

◆ *Most parts 1938 40 Series*

Rebuilt transmission.....	\$120.
Head complete with shaft and lifters.....	\$100.
Front and rear bumpers (cores).....	\$30. each
Good used exhaust pipe blasted and painted.....	\$25.
Good used Starter.....	\$35.
Good used Generator.....	\$25.
Good used Large Series Generator.....	\$30.
Front & rear inside window moldings (good woodgrain).....	\$20.
Front springs.....	\$40.
Good used pressure plate.....	\$30.

Gas tank in excellent condition

(painted and blasted).....	\$120.
Dash ash trays.....	\$4. each
Rear seat ash tray.....	\$5.
Right and left tail light bezel only.....	\$8.
Complete distributor.....	\$28.
Air Vent cover.....	\$5.
Restored steering wheel (hairline cracks, mint core).....	\$200.

◆ *1937 Radio in excellent condition with a 1938 radio for parts including face. Both for.....*

*All parts plus shipping*

*Gerry Landry (#263)  
34 Goodhue Ave.  
Chicopee, MA 01020  
(413) 592-2746*

## CARS For Sale

◆ *1937 Special Model 41, 4 Door Trunk Back Sedan. Dark green, white walls, radio, heater, clock, tinted glass, stainless steel wheel rings, 47,600 actual miles. Original interior in near perfect condition. Have completed a number of replacements due to age. Otherwise an unrestored original car. Comparatively speaking an easy restoration but not really necessary.....*

*Paul Clark (#774)*

*1695 Three Lakes Dr.*

*Troy, MI. 48098*

*(810) 879-6977*

◆ *1937 Buick Convertible Coupe Model 46C. Sidemounts, Hampton Grey with black top and correct light grey leather interior. Trippe lights, radio, wide white wall tires. Restored. Sharp Car! Call for details.....*

*Al Kiernan (#796)*

*58-318 Kayrueb Ave.*

*Milton, Ontario*

*Canada L9T 3M9*

*(905) 878-7496 after 6pm EST*

◆ *1938 Roadmaster Model 87 Fastback Sedan. (Only 466 built). Car is original and complete with plain fenders. Corot Beige per ID tag. Been in dry storage since 1970. Complete set of sidemounts included. Needs complete restoration. Buyer also gets two scarce options, the folding rear bumper guard and rear Jaeger made clock.....*

*Gary Stafford (#588)*

*(805) 643-3181 anytime in California*

**WANTED:** '37/'38 46C Convertible top latch assemblies (all). The following G.M. latches will fit: '37/'38 Chev convertible., '38/'39 Buick convertible., '40 Buick convertible Series 40,50, 60 & 70., '36-'38 Olds/Pont. convertible (Group 4.080, P/N 4134975). Will trade incomplete set of '37/'38 Buick convertible coupe top bow assembly or cash.

**WANTED:** '37/'38 Buick two side mount tire hold down washers (cups) and tire cover "BUICK" emblems. Will trade two '37/'38 sidemount locks or cash.

**WANTED:** '37/'38 original rumble step assembly for bumper & fender. Will trade good complete '37 Stromberg AA-1 carb. (40 Series) or cash.

**WANTED:** Converting '37 40 engine to hydraulic lifters.

- Need good usable camshaft '40-'52 50, or '50-'53 40 or '49-'52 50.
- Need rocker arms '48-'53, 50, 70.
- Need Hydraulic lifters '48-'52 70 or '50-'53' 40 or 49-52 50.
- Need push rods '49 50 or '50 40.
- Need good complete '40 40 or 50 rear axle differential complete with torque tube assembly.
- Will trade correct, rebuilt '37 40 series engine for these items or cash.

**WANTED:** Two radiator top tank mounting brackets (tabs) that mount to the nose piece at the top, or a good, complete radiator.

**WANTED:** Buy, beg, borrow or steal a tail light housing w/license plate stantion for a '37 coupe.

**WANTED:** Pair of original headlight reflectors, retainer clips, sockets and lens retainer wires.

- Need Nice pair of horns or one good horn cover.

Lauren Matley #49  
3119 S. E. Spyglass Dr.  
Vancouver, Washington 98684  
(206) 254-1944

# Parts

## WANTED



**WANTED:** Parts needed for

1938 Roadmaster

- Center bumper emblem
- Four original door lock buttons
- Original plastic dash map light cover
- Rear ash tray lid and lighter or complete ash tray assembly
- Original wiper knob
- Original glove box lock plastic surround
- Clock for back of front seat
- Dash light switch
- 4 good wheel cylinders, front & back

John Baine (#1090)

10th Side road

RR#2

Bradford, Ontario

Canada L3Z 2A5

(416) 775-2622

**WANTED:** 1937 15" Century Rims

Richard Smith (#1064)

(203) 879-9381

Connecticut

**WANTED:** Century Ring & Pinion Gear ('37 or '38)

**WANTED:** Cowl mounted antenna

James Rufener (#767)

1748 Karis Way

Eagan, MN. 55122

(612) 688-8058

**WANTED:** Doors, Trunk lid & Running boards

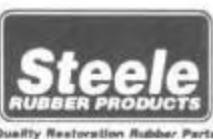
Dale Wilkins (#1082)

(206) 883-3388

Washington state

# '37-'38 Buick Rubber Parts

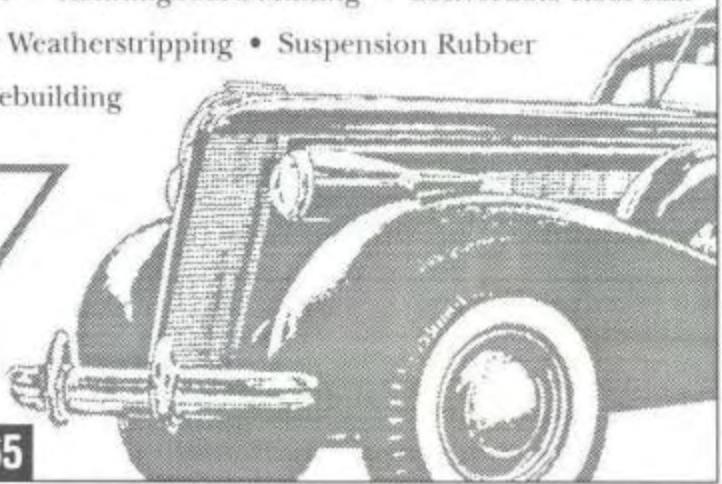
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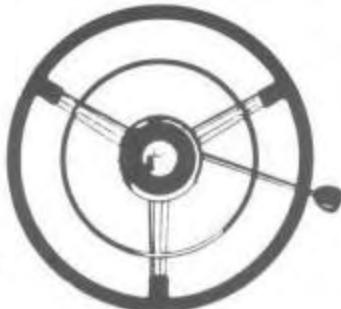
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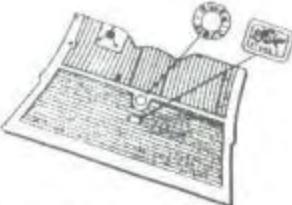
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Clip-in.....DW-80.....\$3.40 ft.

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Clip Type.....DW-369.....\$1.80 ft.

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Ser. 80-90.....TW-371.....\$31.50  
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HOOD REST PADS, 1937-38 6-8 Per Car.  
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Back of GLASS in COLORS as  
Original 1937.....SPEEDO DG-37.....\$38.

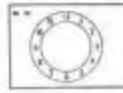
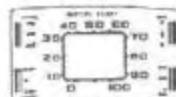
RADIO....RG-37.....\$23.

CLOCK.. CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO....RG-38.....\$23.

CLOCK.. CG-38.....\$28.

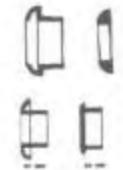


PLASTIC DASH KNOBS DK-37(38).....\$ 6.

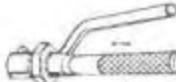
PLASTIC DOOR HANDLE and Window  
Winder RINGS .HE-37(38).....\$ 4.



OUTSIDE DOOR HANDLE CHROME  
and RUBBER GROMMETS.  
1 FERRULE & 1 GROMMET Per Set.  
1937.....DGF-296.....\$5./Set  
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALATION TOOL  
\$20. Refundable if Returned Within  
30 Days. DF-TOOL.....\$30.



1938 TRUNK HANDLE/LIGHT MOUNTING  
SEAL....DH-381.....\$8.75



RUMBLE SEAT LATCH 1937-38  
DL-368.....\$65.



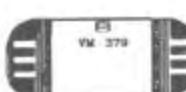
MOTOR MOUNT, FRONT. All Models  
ROUND PADS....SP-338....\$10. pr.  
MOUNT.....MM-347.....\$28. ea.



TRUNK HINGES for 40-60. Castings. \$85. set  
Chrome Plated.....\$150. pr



1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.  
16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4  
1937 or 38 HOOD ORNAMENT.....HO-3X.....\$85.



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MANUALS, PARTS BOOKS, BODY BOOKS and MORE.  
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